

SHIPWRECK INTELLIGENCE

ARRIVED.

Am. bktn. Jane L. Starford, 40 days from Newcastle, with 1392 tons coal, at 4:30 p. m.

Am. bktn. Bertie Minor, 11 days from Honolulu, cargo of redwood timber, at 4:30 p. m. No. 2 Naval wharf.

July 20.

S. S. Alameda, from San Francisco, at 8 a. m.

Stmr. V. G. Hall, at 4:30 a. m. from Kaula ports.

Stmr. Lehua, from Molokai ports.

Stmr. Nooka, at 1:30 p. m. from Hanalei and Kaula ports.

Schr. Concord, at 2 p. m. from Kaula, with 150 bags sugar.

Stmr. Maui, from Maui ports.

Schr. Chas. Levi Woodbury, Harris, from Hilo.

Stmr. Claudine, from Maui ports.

Stmr. Ke Au Hou, from Kilauea, at 3:40 p. m.

July 19.

Stmr. James Makee, at 8:30 a. m.

Schr. Malolo, at 3 p. m.

S. S. Tampico, Captain Reed, at noon from Seattle.

July 21.

Stmr. Kaulani, from Hanalei ports.

Nor. bk. Acetia, Borreson, 54 days from Newcastle with coal, lying in the naval row.

DEPARTED.

July 18.

Stmr. Mauna Loa, at noon, for Maui and Hawaii ports.

July 19.

Sp. Columbia, in ballast for Puget Sound.

July 21.

Am. bktn. Robert Sudden, at 12:30 p. m. for Puget Sound.

Stmr. Ke Au Hou, at 5 p. m. for Kapa, Anahulu, Kilauea, Kailiwa and Hanalei.

Stmr. Nooka, at 5 p. m. for Lahaina, Kaula, Hanalei and Kilauea.

Schr. Malolo, at 5:30 p. m. for Hanalei and Kailiwa.

Stmr. Lehua, at 5 p. m. for Molokai ports.

Stmr. J. A. Cummings, for Waimanalo and Kilauea.

PASSENGERS.

Departed.

Per stmr. Mauna Loa, for Maui and Hawaii ports, July 20: W. E. Russell, A. S. Wilson and wife, G. N. Wilcox, Miss Ethel Wilcox, Sam Mahomah, Mrs. P. Silva, Miss Jane Woodley, Miss J. A. Palmer, Mrs. H. von Holt, H. T. Haywood, T. H. Keyworth, Mrs. Chauda, P. Lomake, wife and two children, Mrs. T. Lomake, F. Carter, Wm. Sutherland, Chas. Williams, A. W. Dow, J. Kamatani, Mr. Hanburg, Ng. Monwar, Akaka and child, H. Awana, Chung Chow, Lee Chow, Chong Chif, wife and 2 children, N. Lovens, and 13 deck.

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MOHICAN SAILS ON WEDNESDAY

It was Sunday. Crowds of people were, as the sailors say, "rubbing all over the Mohican." The training ship was leaving Honolulu. All the houses were an extra polish. The newspapers were guiding ladies about the ship.

Two young women were being shown through the quarters on the berth deck. They stopped to make some observations, one saying: "Oh, isn't this lovely, Ethel? Don't you wish that you were a boy so that you could join the Navy? I tell you it's immense." Just then they were startled by a deep, musical, bass voice which said: "O, life on the blowing sea, my friends, it's the jolliest game in the world—I don't think, I guess not." "Who's that?" asked both girls in one breath. "Oh, that's a prisoner in the brig," replied the landsman at their side. "We've got two in there and that's all there's room for or there would be more in there. You see we always get fellows under sentence who are waiting their turn to go in there and serve time. Those two fellows in the brig now are reckoned the meanest on the Mohican. Nobody's got any use for them and they have raised particular thunder here. Coming over from Yokohama our officers read the riot act to them and they were court-martialed with the result that they are to be given 'bad conduct discharges' when we get to the mainland. They are kept in there now so that they won't run away while we're in Honolulu."

The girls' ideas about the sea had undergone a quick change and in a moment one of them was asking if many of the boys were successful in getting away from the ship. "Well," replied the talkative messenger, "a lot of them run away the last time we were in Honolulu and five of them have deserted this time. They are in hiding somewhere in the town now. A reward of \$10 is paid for the arrest of each of them."

The young fellow in one of the compartments of the brig was now musing something about a home and a sweet home, as the girls moved up to the gun deck and were initiated with others into the mysteries of a "ditty book." Each man aboard is provided with one of these small books and their contents are usually strange and wonderful to behold. There are writing paper, pencils, pens, ink, needles, thread and many little pick-nicks picked up in Oriental countries and Pacific Islands. In the bottom one sees photographs of cute looking little Japanese girls which the owners treasure carefully although there is only about one chance in ten thousand of them ever seeing each other again. There are Jap gods and idols, and in fact enough small things to start a curio store with.

"You have great chances for getting curios. Does the department at Washington send the boat to ports where you can get plenty of them?" "I guess not," responded the seaman; "they don't fit these boats out just to let us collect curios."

A launch with a boat filled with members of the Y. M. and Y. W. C. A. came alongside and the young men and young women clambered aboard to hold a religious service. There were big bundles of magazines for distribution among the many young fellows aboard.

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THE OWNERSHIP OF MARCUS ISLAND

WASHINGTON, July 12.—In regard to the report that international complications may ensue between the United States and Japan as the result of the Japanese taking possession of Marcus Island, a small guano island about 200 miles west of Honolulu, and which is owned by Captain A. A. Rosehill, an American citizen, an inspection of the Government records of what are known as guano island entries discloses the fact that in 1883 Captain Rosehill lodged notice of the discovery by him of Marcus Island, in the Hawaiian Archives, and claimed the right to exploit it for guano.

The State Department is not required by the law governing guano island entries to pass upon the sufficiency of any such claim as that made by Captain Rosehill. The department simply receives such notice for the purpose of record. Another section of the law requires the claimant to a guano island to take out a bond, the purpose of which is to see that he does not charge an exorbitant price for the guano; that the island claimed by him does not belong to any other country and he will vacate when he has taken away the guano. There is no such thing as a fee simple title for the island; the Government merely affirms the right of the claimant to take the guano. Recently Captain Rosehill filed the necessary bond in the Treasury.

The law requires a proclamation to be issued announcing to the world the location of the guano plain, but this has not been done in Captain Rosehill's case. Nor, in fact, has any such proclamation ever been issued since the administration of Hamilton Fish in the State Department.

It is the general opinion that these guano titles are of extremely doubtful force, and it is the further opinion that it is absolutely necessary to maintain title that the island should be continuously occupied and mined for guano by the claimant, which does not appear to have been the case with Marcus Island. Therefore, if the Japanese are working the island as reported, it is improbable that the United States Government will interfere.

MOVING TOWARDS A PANAMA CANAL

WASHINGTON, July 8.—The State Department has decided to press forward toward completion the Colombian treaty, looking to the acquisition of right of way of the isthmian canal. This is a slight change in the original plan, which contemplated the complete adjustment of the question of title before concluding the treaty. So Secretary Hay, who has already accepted the best portion of the work to be done in treaty-making and has it before him in the shape of a protocol promised to the last session of Congress, has taken steps to give this the form of a treaty and to have it signed formally by accredited representatives of the governments of Colombia and the United States, so that the convention may be laid before the Senate as soon as it convenes in December.

By adopting this course the State Department will remove, it is expected, any chance of having the agreement already reported with Colombia disturbed by anything that may occur as a result of political changes, for it is the purpose to hold that such agreements, once duly entered upon, are not subject to repudiation, at least in the event of a change of government.

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HUMAN SKIN ON RODDAM'S DECK

Scorched and burned, the steamer Roddam, the only vessel that escaped from St. Pierre at the time of the volcanic eruption, arrived at New Orleans a few days ago with a new crew, except for five men who were upon her when she made her remarkable flight with the dead and dying upon her decks. She will go from New Orleans to Honolulu, and will take a load of lumber from there to Holland, after which she will go to London for repairs.

Her brave commander, Captain Freeman, whose exploit in taking her away from St. Pierre will rank among the most remarkable feats in seamanship, is now on his way to his home in England. Visitors to the Roddams are permitted to contribute to a fund for the families of the men killed upon her.

It seemed a miracle that she, of all the ships in the harbor, should have escaped, although she got away with a terrible loss, having 26 of her officers and crew burned to death by the terrible fiery gas from the volcano.

The paint was blistered and burned off all over the ship, the tarred cordage was hanging in shreds, and the wooden portions were eaten into by fire where the red-hot ashes and fiery mud and blazing gas attacked it.

The iron decks showed the effects of the tons of molten matter and ashes which had covered them to the depth of some three feet, and under which and in which so many men of the crew had lifeless and burned out of all semblance to humanity, while the brave captain and the heroic survivors worked the ship through a long day of darkness and horror into the harbor of Santa Lucia, with her dead all about them and the terrible burning scoria still clinging where it rained down on the clothing and flesh of the living while the dreadful gases did their work with almost instant effect.

In removing the ashes the skin of a hand was found clinging to the deck—the complete outline, with the nails perfect out no flesh, only skin, and that burned and blackened by the sulphur. A similar outline of a foot was found, and, curiously, the skin burned and blackened, showing that the living man must have been held fast to the deck, and that he writhed himself loose, leaving the skin adhering.—New Orleans Cor. New York Times.

The Oceanic Mystery.

What's the matter with Oceanic? The stock of that steamship company has been going down steadily and unsteadily for many months. A year and a half ago one could not buy much Oceanic for \$100 a share. Three days ago the stock was sold for \$7, a drop of nearly a hundred points in that time. Now, what's the trouble. The Spreckels line has had no disasters, has lost no ships, and there has been no panic in general transportation stocks. The rumor that the Santa Fe Railroad Company is depressing the stock to buy control does not seem true. Certainly the Santa Fe could not have hoped to send Oceanic below \$25, at which price it was offered less than three weeks ago, and there has been no heavy buying for a single interest as far as I can ascertain. Doubtless the Santa Fe could send the Oceanic line for carrying passengers and freight to Hawaii but it is hardly likely that the Santa Fe wants to go into the Australian and New Zealand trade, as there does not seem to be much money in it. The Oceanic Steamship Company has a capital stock of 25,000 shares of a par value of \$100 each, or a total of \$2,500,000. A bonded debt of the same amount draws 5 percent a year. The bonds are below or at par, whereas they were sold at \$108 or \$110 not long ago. By the last monthly report the company owns John D. Spreckels & Brothers \$912,057 on overdraft. Interest on the bonds is due this month. This will increase the overdraft, and very soon unless affairs take an unexpected turn, the amount due Spreckels will equal the market value of the Oceanic company's property. Spreckels might then take over the line, and might sell it to whom he pleased. This is the reasoning of those who believe the Santa Fe covets the line. Others argue that the Spreckels will not play into the hands of the Santa Fe, as it would naturally remove the agency of the Oceanic company out of their hands, and decrease largely the business of their firm. Whatever the situation is, it seems to me that if one can buy Oceanic under \$25, with a view to holding on to it, it is a good buy. Assessments to the total of \$17.75 can be called on the stock still, and may be, but withal there are possibilities in the future which would assure the Oceanic great profits under conservative management, backed by substantial capital. With the tourist business to Hawaii and the Orient increasing at a rapid pace, it seems foolish to suppose that a line which has paid handsomely in years past would not again be a dividend earner if handled rightly.—S. F. Town Talk.

By adopting this course the State Department will remove, it is expected, any chance of having the agreement already reported with Colombia disturbed by anything that may occur as a result of political changes, for it is the purpose to hold that such agreements, once duly entered upon, are not subject to repudiation, at least in the event of a change of government.

By adopting this course the State Department will remove, it is expected, any chance of having the agreement already reported with Colombia disturbed by anything that may occur as a result of political changes, for it is the purpose to hold that such agreements, once duly entered upon, are not subject to repudiation, at least